

Oxnard General Plan

Scenic

Highways

Element

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SCENIC HIGHWAYS ELEMENT
OF THE GENERAL PLAN

ORIGINAL DRAFT

PREPARED BY:

VENTURA COUNTY
ENVIRONMENTAL RESOURCES AGENCY
PLANNING DIVISION

October, 1974

REVISED BY

CITY OF OXNARD

July, 1975


APPROVED BY

*OXNARD PLANNING COMMISSION
August 28, 1975

APPROVED BY

**OXNARD CITY COUNCIL
October 7, 1975

- * Oxnard Planning Commission Resolution No. 4763 - Appendix D
**Oxnard City Council Resolution No. 6585 - Appendix E



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INTRODUCTION

BACKGROUND

One of the most remarkable attributes of Ventura County is the diversity of its landscapes. Within short distances, a traveler may experience pounding surf, rolling grass-covered hills, or snow-topped mountains. With the increase in mobility, leisure time and greater demands for recreational experiences, an increasing emphasis has been placed on the preservation of Ventura County's scenic qualities. The State mandated Scenic Highways Element is one means of preserving these scenic values, particularly those associated with highways and roadways.

Recognizing the fact that the County's scenic qualities know no political bounds, it was apparent that if the Scenic Highways Element was to be used to effectively preserve scenic values, a regionally coordinated element should be developed. The County, therefore, approached the nine cities in the County with a proposal to prepare one unified Scenic Highways Element. Six cities elected to have the County prepare their elements. Their participation, and the cooperation of the remaining three cities, is indicative of their concern for the preservation of all the County's scenic streets and highways.

ORIGINS OF THE ELEMENT

The Scenic Highways Element has its origins in a report entitled, A Plan for Scenic Highways in California, which was adopted by the State Legislature in 1963. Senate bills 1467 and 1468 were subsequently passed, formally creating the State Scenic Highway system. This legislation outlined the State's interest in preserving scenic values along highways, created the Master Plan of Scenic Highways, and established the mechanism for officially designating State scenic highways.

Perhaps in response to the lagging interest in the State's scenic highway program, the Legislature, in 1969, mandated a Scenic Highways Element in all General Plans. It was not until 1972, however, that a deadline of September 20, 1974, was established for the adoption of the element. The law reads as follows:

A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets

and Highways Code. (Title 7, Chapter 3, Article 5, Section 65302 of State Law).

After reading the General Plan law just cited, it is apparent that there is an integral relationship between the Scenic Highways Element and the State's existing scenic highway program. This program, which is referenced in the planning law, is outlined below.

CHAPTER 2 - THE STATE HIGHWAY SYSTEM

Article 2.5. - The State Scenic Highway
Added by Chapter 1788, Statutes 1963
Heading amended by Chapter 1352, Statutes 1969

LEGISLATIVE INTENT

260. It is the intent of the Legislature in designating certain portions of state highway system as state scenic highways to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the state highway system which, together with the adjacent scenic corridors, require special scenic conservation treatment. It is further declared to be the intent of the Legislature in designating such scenic highways to assign responsibility for the development of such scenic highways and for the establishment and application of specific planning and design standards and procedures appropriate thereto and to indicate, in broad statement terms, the locations and extent of routes and areas requiring continuing and careful coordination of planning, design, construction, and regulation of land use and development, by State and local agencies as appropriate, to protect the social and economic values provided by the State's scenic resources.

PLANNING AND DESIGN STANDARDS

261. The department shall, with the advice of the Scenic Highway Advisory Committee, establish and apply pertinent planning and design standards for development of official scenic highways.

In establishing and applying such standards

for, and undertaking the development of, official scenic highways, the department shall take into consideration the concept of the "complete highway", which is a highway which incorporated not only safety, utility, and economy, but also beauty. The department shall also take into consideration in establishing such standards that, in a "complete highway", pleasing appearance is a consideration in the planning and design process. In the development of official scenic highways, the department shall give special attention both to the impact of the highway on the landscape and to the highway's visual appearance. The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to, (1) regulation of land use and intensity (density) of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earthmoving and landscaping; and (5) the design and appearance of structures and equipment.

Amended by Chapter 1352, Statutes 1969

DESIGNATION OF SCENIC HIGHWAYS

262. Whenever the department determines that the corridor protection program for any state highway in the state scenic highway system established by this article has been implemented by local governmental agencies and a plan and program has been developed by the department for bringing such highway up to the standards for official scenic highways established by the department, including the concept of the "complete highway", as described in Section 261, the department shall designate the highway as an official state scenic highway and shall so indicate the highway in any publications of the department or in any maps which are issued by the department to the public.

The department shall cause appropriate signs to be placed and maintained along the portions of the state scenic highway system which the

department has designated as official state scenic highways that indicate that the highways are official state scenic highways.

If at any time the department, with the advice of the Scenic Highway Advisory Committee, determines that the corridor protection program of local government agencies with respect to any highway which has been designated as an official state scenic highway no longer adequately carries out responsibility of the local governmental agencies for the protection of the scenic corridor, it may revoke the designation of the highway as an official state scenic highway and remove the signs which indicate the highway.

Amended by Chapter 1352, Statutes 1969

THE SCENIC HIGHWAY SYSTEM

263. The state scenic highway system is hereby established and shall be composed of the highways specified in this article.

Repealed and added by Chapter 282,
Statutes 1968; urgency measure, in
effect June 11, 1968.

The state scenic highway system shall include:

(Routes contained within Ventura County)

Route 1	from Route 187 near Santa Monica to Route 101 near El Rio
Route 33	from Route 101 near Ventura to Route 150 and from Route 150 to Route 166 in the Cuyama Valley
Route 101	from Route 1 near El Rio to Route 46 near Paso Robles
Route 118	from Route 23 to DeSoto Avenue near Brown's Canyon
Route 126	from Route 150 near Santa Paula to Route 5 near Castaic
Route 150	in its entirety

(Also see Streets and Highways Code Sections 263.1 through 263.9, 308.1, 330.1 and subsequent amendments or current listings in Chapter V of this Element.)

Despite the interrelationship between the mandated Scenic Highways Element and the State Scenic Highway Program, the State program is voluntary; adoption of this element does not commit Oxnard to the State program. Legal interpretations of the law also indicate that only the State highways eligible for official scenic highway designation (those listed above) must be addressed in the Scenic Highways Element. This element goes far beyond the legal requirements in that it addresses numerous City and County routes not mandated for inclusion in the element.

ORGANIZATION

The necessity of examining scenic highways from a regional as well as a local perspective demands an element that is structured to provide Oxnard with a view of its own scenic highway system, as well as a perspective of its relationship to other systems. To this end, each of the six entities under contract with the County will share a general discussion of scenic highways, route selection criteria, possible implementation measures, and regional relationships, as well as a specific discussion of its own system.

PURPOSE

The purposes of this element are:

1. Meet the requirements of State Law.
2. Create a coordinated system of scenic routes that will integrate State, County, and City routes.
3. Promote common scenic highway development standards among all entities.
4. Promote a consistent approach among the various entities for the selection and preservation of scenic routes.

5. Provide an element which will assist jurisdictions wishing to enter the State Scenic Highway System or create their own system in conjunction with neighboring jurisdictions.

RELATIONSHIP TO OTHER ELEMENTS

The General Plan Elements mandated by the State Legislature were never created as parts of a larger framework, and so any interrelationship between elements is usually accidental. The State General Plan Guidelines and Ventura County's Resources Plan and Program, however, have identified several areas where the General Plan Elements interrelate.

The control measures employed to preserve the scenic corridor of various highways can supplement the measures used to protect various resources identified in the Conservation and Open Space Elements. Scenic corridors can act as open space networks and in so doing, effectively link open space areas to form larger, more coherent open space systems. Scenic highways can form a logical extension to Oxnard's Recreation Element by linking recreational areas with a form of recreation-pleasure driving. Finally, the Scenic Highways Element should relate to Oxnard's Circulation Element so that scenic values are an integral component of future roadways.

DISCUSSION AND SELECTION OF SCENIC HIGHWAYS

DEFINITION OF TERMS

Before continuing the discussion of scenic highways, a number of terms should be defined.

SCENIC ROUTE - a street, drive, road, highway or freeway deemed scenic.

SCENIC CORRIDOR - That visible area outside the highway right-of-way, that can generally be defined as the "view from the road". Scenic corridor boundaries may deviate substantially in width as the route progresses through an area.

VIEW FROM THE ROAD - That view by either the driver or passenger of the area visible from either side of the scenic highway, to include the view from turnouts, vistas or other special viewing areas available along the route.

STATE SCENIC HIGHWAYS - State highways listed on State Master Plan of Scenic Highways.

OFFICIAL COUNTY SCENIC HIGHWAYS - County roads which have been developed to the same standards as State Scenic Highways and which have received official designation by the State.

COUNTY SCENIC HIGHWAYS - Routes within the County's jurisdiction, including County roads and State highways, which are included in the City's scenic highway system.

SCENIC HIGHWAY SYSTEM - An interconnected series of scenic routes usually within one jurisdiction's authority which together create a unified and independent driving experience.

SCENIC CORRIDOR STUDY - A study by the Division of Highways which examines the scenic features of a State Scenic Highway prior to its formal designation as a scenic highway.

PROPOSED STATE, COUNTY, OR CITY SCENIC HIGHWAYS - Routes that have been included in a scenic highway system, but which have not received official designation.

DESIGNATED STATE, COUNTY, OR CITY SCENIC HIGHWAYS - Proposed routes receiving official designation for following the adoption and implementation of the appropriate plans and programs which have been instituted in accordance with established standards.

PHILOSOPHY

Traditionally, scenic highways have been pleasure drives through the idyllic countryside. With urbanization encroaching on the countryside, the traditional notion of scenic highways is being revised. This change in thinking should be noted by Oxnard as it endeavors to define its philosophy towards scenic highways. Once defined, this philosophy will serve as a basis for the eventual selection of Oxnard's scenic highway system and the programs to implement it.

The traditional scenic highway was used primarily for recreational purposes, but with commuting being such a large part of our lives, perhaps scenic highways should be planned around commuting patterns--around fast, straight, super highways as opposed to slow, meandering country roads. If scenic highways are to be enjoyed, should they not be enjoyed by the daily masses of commuters as well as the Sunday driver or vacationer?

The viewscapes from most of our scenic highways are rural in nature, despite the fact that most people live in urban environments. Probably because of the general unattractiveness of our urban areas, we often conclude that scenic highways do not legitimately belong in the cities. This is unfortunate because there are genuinely attractive urban settings which could be rightfully included in a scenic highway system. The development of scenic corridors within urban areas is generally more difficult to achieve than in rural areas. The State encourages urban scenic highways and is about to grant official scenic highway status to Highway 118 in the city of Simi Valley.

There are always portions of our developed areas which are positively unattractive, but they need not remain that way. Scenic highway programs are almost universally designed to preserve and protect the scenic qualities within a corridor; they seldom direct their attention to the creation or enhancement of scenic values.

Instead of preserving existing scenic qualities, scenic highway programs could, in effect, become a coordinated series of roadside beautification projects intended to create scenic qualities.

The philosophy behind the development of a scenic highways plan and program may vary dramatically from jurisdiction to jurisdiction, but it is something which Oxnard should attempt to define.

SELECTION OF CRITERIA

The philosophy section just concluded provides a basis for more definitive criteria which can assist in the selection of scenic highways. The criteria below were used by citizens and the various planning staffs in selecting the prospective scenic highway systems presented in this element.

These criteria were used as a guide only, and were in no way intended to be the final definition of what is "scenic". Included in the listing are criteria suggested by the State Division of Highways. Ultimately, the determination of what is scenic rests with Oxnard.

SUGGESTED SELECTION CRITERIA

1. The scenic corridor through which the highway passes should have consistent scenic, historic or aesthetic value during all seasons.
2. Consideration should be given those highways or routes which are:
 - a. State or jurisdictional entry routes
 - b. Predominantly utilized for recreation or vacation travel
 - c. Utilized for one-day sightseeing or study trips
 - d. A part of an integrated, or semi-integrated, scenic route system that traverses varied scenic corridors for longer trips, and/or
 - e. Through areas of extraordinary scenic value
 - f. Typical or demonstrative of varied scenic factors available within Oxnard

3. If possible, all principal landscape and topographical type areas should be represented in the system.
4. Routes of historic significance which connect places of interest should be considered even though the route is of marginal scenic value.
5. The number of times a route has been suggested as a scenic highway in other plans and studies.
6. The degree to which a route can be integrated into a system of "loops" or continuous scenic drives.
7. Whether a route connects the scenic highway systems of adjoining jurisdictions.
8. The general attractiveness of the route, including the variety and diversity of its viewscape.
9. The extent to which the route supports other General Plan elements or plans, such as the Open Space Conservation, Recreation, Circulation, Bicycle, and Parks Plans.
10. The extent to which the route traverses representative samples of the County's various environs, whether natural or man-made.
11. The amount of traffic on the route.
12. The degree to which the route was thought to be a leisurely drive.
13. The attractiveness of the highway as viewed from other areas of the corridor.

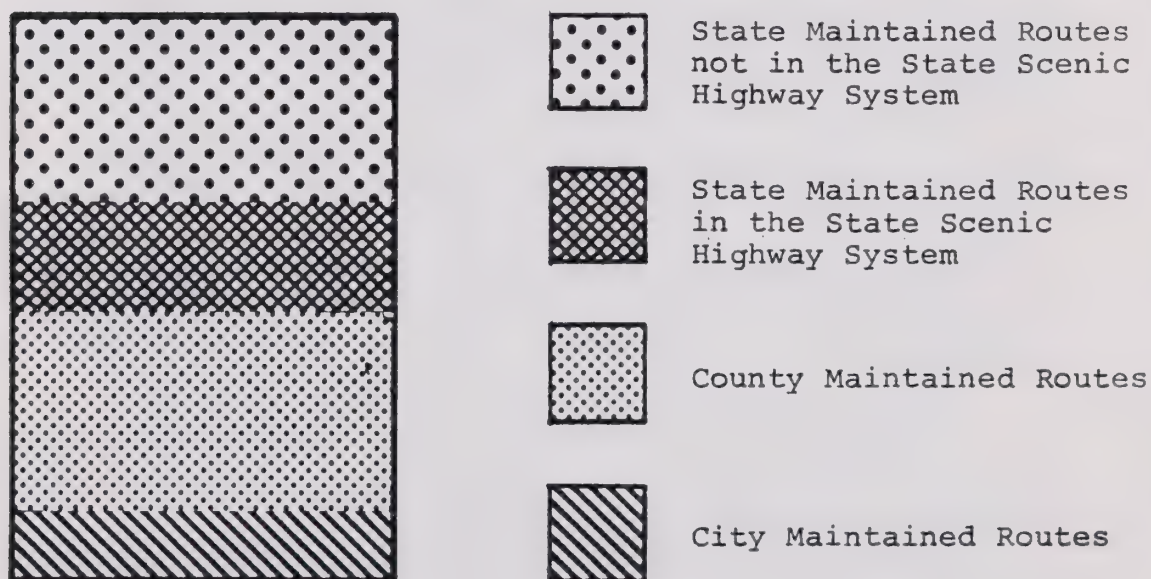
REGIONAL SYSTEM

The previous section dealt with criteria for the selection of scenic highways. This section will discuss the regional routes that were selected using these criteria.

COUNTY-WIDE & LOCAL SYSTEMS

To create an integrated system of scenic highways on a County-wide basis, a backbone system must be developed around which local jurisdictions can establish their own individual systems. This element proposes a backbone system comprised of various State, County and City-maintained routes, as well as the State Scenic Highway System. The proposed County Scenic Highway System (as the backbone system will hereafter be referred to) is depicted on the following illustration and on the accompanying map.

Illustration 3.1
Proposed County Scenic Highway System



As depicted on the diagram, most of the routes in the proposed County Scenic Highway System are either State or County routes. This is consistent with the regional nature of the system. Certain City routes, which are often extensions of County routes, were included to complete the system.

The accompanying map depicts the County Scenic Highway System and the State Scenic Highway System which is a part of it. The routes in the State System are designated as "existing" or "proposed State Scenic Highways", depending upon whether or not they have received official designation. The other routes in the County System are designated "existing" or "proposed County Scenic Highways". A third route classification is "future" and refers to routes which are expected to be developed in the future. Together these routes comprise the County Scenic Highway System.

The State's system, which is incorporated into the County-wide system, was developed by a Citizens' Advisory Committee, aided by the State's selection criteria found in the previous chapter. The remaining routes in the proposed County System were selected by the Ventura County Association of Governments (VCAG) General Plan Elements Policy Advisory Committee after reviewing the previously outlined selection criteria. "Future" routes were taken from the County Circulation Element and include only those routes which were expected to be completed by 1990.

This County System, like the existing State System, is intended to represent a commonly agreed upon series of routes deserving of scenic highway status. This element proposes that Oxnard adopt the portion of the County system within its sphere of influence so that the system can serve as a basis for a coordinated scenic highway program. This County System does not replace the State's System, but rather incorporates it into a more extensive regional scenic highway system. The creation of a County-wide system is not intended to supersede local scenic highway systems developed by the various cities. Instead it is designed to be a framework within which local systems can be developed and coordinated.

The selection of routes for the County System should not be confused with the establishment of a scenic highway program. The State has a specific program for the routes in the State Scenic Highway System. If a local jurisdiction (either city or county) wishes to participate in this program, it must meet certain standards outlined in the State's program. In subsequent sections, a program will be proposed for the County System which will include standards similar to those established for the State program.

The following is a listing of the routes proposed for the County Scenic Highway System, beginning with those included in the State Scenic Highway System. Please refer to the Scenic Highways Element map for the precise location of these routes.

STATE SCENIC HIGHWAY ROUTES

State Route 1 from the Los Angeles County line to its junction with U. S. 101 near the City of San Buenaventura.

U. S. 101 from its junction with State Route 1 near the City of San Buenaventura to the Santa Barbara County line.

State Route 118 from the Los Angeles County line to its junction with State Route 23 near the community of Moorpark.

State Route 126 from the Los Angeles County line to its junction with State Route 150 in the City of Santa Paula.

State Route 150 from its junction with State Route 126 in the City of Santa Paula to the Santa Barbara County line.

State Route 33 from its junction with U. S. 101 in the City of San Buenaventura to the Santa Barbara County line.

CITY & COUNTY SCENIC HIGHWAY ROUTES

Cerro Norreste Road meandering between Kern and Ventura Counties west of the town of Frazier Park.

Lockwood Ozena Road from State Route 33 near the Cuyama Valley northeastward to the Kern County line.

Sulphur Mountain Road from State Route 33 near the community of Casitas Springs westward to State Route 150 in the Upper Ojai area.

Creek Road from State Route 33 near the community of Oakview northeastward to Ventura Street; then to State Route 150 in the City of Ojai.

Santa Ana Road from State Route 33 near Foster Park northward to State Route 150 near Lake Casitas.

State Route 126 from State Route 150 in the City of Santa Paula westward to U. S. 101 in the City of San Buenaventura.

South Mountain Road from State Route 126 in the City of Santa Paula to Sespe Street; then to Pasadena Avenue; then to State Route 23 in the community of Bardsdale.

Guiberson Road from State Route 23 near Bardsdale eastward to Torrey Road to State Route 126 in the community of Piru.

Harbor Boulevard from Seaward Avenue in the City of San Buenaventura southward to Channel Islands Boulevard; then to Victoria Avenue in the City of Oxnard.

Olivas Park Road from Harbor Boulevard in the City of San Buenaventura eastward to its proposed intersection with State Route 118 in the community of Saticoy.

Foothill Road, including Peck Road, from its junction with State Route 126 in the City of Santa Paula southwestward to Harbor Boulevard in the City of San Buenaventura via Seaward Avenue.

Wells Road between Foothill Road and State Route 126 in the community of Saticoy.

State Route 118, including Los Angeles Avenue, from State Route 126 in the community of Saticoy eastward to the Los Angeles County line in the Simi Valley.

Victoria Avenue from U. S. 101 in the community of Montalvo southward to its terminus at Channel Islands Harbor in the City of Oxnard.

Gonzales Road from Harbor Boulevard near the Mandalay Generating Plant eastward to U. S. Highway 1 in the City of Oxnard.

Las Posas Road from Lewis Road in the East Oxnard Plain northward through the City of Camarillo to State Route 118 in the Las Posas Valley via Crestview Avenue, Valley Vista Drive and Center School Road.

Lewis Road from Santa Rosa Road in the City of Camarillo southward to Hueneme Road; then to State Route 1 in the East Oxnard Plain.

Potrero Road from Lewis Road near the Camarillo State Hospital eastward to the intersection of Westlake Boulevard and U. S. 101 in the City of Thousand Oaks.

Westlake Boulevard from the Los Angeles County line near its intersection in the City of Thousand Oaks northward to its proposed intersection with First Street in the City of Simi Valley.

State Route 23 (freeway) from U. S. 101 in the City of Thousand Oaks northward to its proposed intersection with State Route 118 in the community of Moorpark.

Kanan Road from the Los Angeles County line near the community of Oak Park northwestward to its proposed intersection with the proposed extension of Westlake Boulevard in the City of Thousand Oaks.

Yerba Buena Road from State Route 1 northward; then eastward to the Los Angeles County line.

Santa Rosa Road from Lewis Road in the City of Camarillo eastward to Olsen Road; then to Madera Road in the City of Simi Valley.

Moorpark Road from Santa Rosa Road northward to State Route 118; then to Walnut Canyon Road; then to Broadway; then to State Route 23; then to Pasadena Avenue; then to Chambersburg Road; then to State Route 126 in the City of Fillmore.

Grimes Canyon Road from State Route 118 northward to Broadway north of the community of Moorpark.

Happy Camp from Walnut Canyon Road north of the community of Moorpark to the Happy Camp State Park.

Tapo Canyon Road from State Route 118 northward to the end of the road.

U. S. 101 from the Los Angeles County line in the City of Thousand Oaks westward to its junction with State Route 1 near the City of San Buenaventura.

prepared by
oxnard planning department



LOCAL SYSTEM

This element has so far discussed the philosophies of scenic highways, outlined a number of criteria to aid in the selection of scenic routes, and proposed a regional scenic highway system. This section will discuss the routes included in the Oxnard scenic drive system. In subsequent sections, standards to guide the development of regional and local scenic highways will be proposed, as well as the control measures necessary to meet these standards.

LOCAL STREETS & REGIONAL HIGHWAYS

It was suggested earlier that each entity adopt the County Scenic Highway System within its sphere of influence, thus assuring a commonly accepted regional system. The local system is designed to fit within the regional system. It, unlike the regional system, is intended to be a self-contained system which can operate independent of the systems of adjoining jurisdictions. While it may include routes from the regional system, most of the routes are local streets.

Because of the irregular boundaries of most jurisdictions, a sensible local system of streets cannot be confined to an entity's present boundaries. For this reason and for basic planning reasons, local scenic drive systems should probably extend into an entity's immediate sphere of influence. In doing so, the implementation of the local system must rest with the County as well as the individual city. Because of this situation, it is proposed that the County adopt a formal policy to assist each city in the development of its own system. It is apparent, therefore, that the implementation of the regional and local systems is dependent upon the cooperation of all the entities in the County.

Each entity, then, will be requested to adopt the County Scenic Highway System within its sphere of influence, as well as a local system of streets within its sphere which may include regional routes.

LOCAL HISTORY

The Oxnard 2000 General Plan outlines goals which will guide the City's efforts at protecting and enhancing the quality of life within the City.

"The City should seek opportunities to offer a better physical, social and economic environment. . .eliminating visual blight and encouraging beautification. . ."

This direction, coupled with the City's redevelopment program, its architectural review process, a more restrictive sign ordinance and the Scenic Highway Element, are important steps towards maintaining the quality of life within Oxnard.

Acknowledging the role that scenic highways can play in improving the City's quality of life, the next task is to select the routes that will comprise Oxnard's Scenic Drive System. These routes will link Oxnard's system with the systems of neighboring jurisdictions, as well as the County Scenic Highway System.

LOCAL SYSTEM

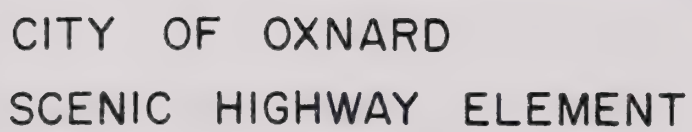
The Oxnard Planning Staff, in conjunction with the Planning Staffs from Port Hueneme and the County, selected routes for the City's Scenic Drive System. A number of the routes selected are not in existence now, but it was felt that they should be developed to scenic highway standards when they are eventually built. These "future" routes, once completed, will enhance Oxnard's proposed Scenic Drive System.

The routes selected as Oxnard's Scenic Drive System are listed below, and are depicted on the accompanying map.

1. Los Angeles Avenue through Oxnard's sphere of influence.
2. Vineyard Avenue from Los Angeles Avenue southwest to Victoria Avenue.
3. Oxnard Boulevard from Highway 101 to Point Mugu.
4. Victoria Avenue (including its northward extension across the Santa Clara River) south to Panama Drive.
5. Harbor Boulevard from the northern City limits south to Channel Islands Boulevard and continuing east on Channel Islands Boulevard to Victoria Avenue.

6. Ormond Boulevard (and its future extension) from the Port Hueneme City limits southeastward to Arnold Road.
7. Arnold Road from its junction with the proposed extension of Ormond Boulevard to intersect with Casper Road.
8. Casper Road from Highway 1 junction to the proposed junction with Arnold Road.
9. State Highway 101 through Oxnard's sphere of influence.
10. Fifth Street from Mandalay Beach Road to Revolon Slough.
11. Mandalay Beach Road extending north from Fifth Street to connect with Gonzales Road.

While Oxnard's Scenic Drive System incorporates routes that are included in the County Scenic Highway System, the implementation of these routes is the responsibility of Oxnard.



August 1975

DEVELOPMENT STANDARDS

STANDARDS

The previous sections dealt with the selection of routes in the County Scenic Highway System and in the local Scenic Drive System. These routes were selected with the aid of the criteria presented in this element, and represent those routes whose scenic qualities the various jurisdictions wish to preserve and enhance.

This section will deal with the suggested standards necessary for the development of the County-wide and local scenic highway systems. These suggested standards are the State's Planning and Design Standards for Scenic Highways, which were developed for the State Scenic Highway System. These standards are suggested because they currently apply to State routes which are incorporated in the County Scenic Highway System (and several of the cities' Scenic Drive Systems) and they are indirectly referenced in Scenic Highways Element law.

These standards, shown below, are excerpted from Article 2.5 of the State's Streets and Highway Code, the code pursuant to which the Scenic Highways Element is to be developed.

PLANNING AND DESIGN STANDARDS FOR SCENIC HIGHWAYS

261 ... The standards for official scenic highways shall also require that local governmental agencies have taken such action as may be necessary to protect the scenic appearance of the scenic corridor, the band of land generally adjacent to the highway right-of-way, including, but not limited to, (1) regulation of land use and intensity of development; (2) detailed land and site planning; (3) control of outdoor advertising; (4) careful attention to and control of earth-moving and landscaping; and (5) the design and appearance of structures and equipment.

The above standards are those which Oxnard must meet if the City is to receive official State designation for a route within the State Scenic Highway System. If, however, the State, the County, or Oxnard is designing and constructing a route with the intention of including it in the State system, then it must meet certain design standards.

These standards are taken from a State publication, The

Scenic Route, and are listed below:

DESIGN AND CONSTRUCTION STANDARDS

1. The establishment of general alignment and grade to fit the scenic character of the area to be traversed.
 - a. Curvilinear alignments should be stressed.
 - b. The highway profile should be rolled to fit the topography.
2. The reduction to a minimum of all roadway cut and fill scars.
 - a. Elimination of cuts or fills wherever possible. This may be accomplished through the use of tunnels and/or bridges when necessary.
 - b. Flatten or contour all grades and landscape slopes where they cannot be eliminated.
 - c. Acquisition of wider rights-of-way or scenic easements should be encouraged where:
(1) Access control is necessary; and (2)
The elimination of outdoor advertising and unsightly development through zoning should be required.
 - d. The provision of vegetation screens for the purpose of hiding objectionable views.
 - e. Selective clearing of vegetation to open up or provide views of desirable scenic qualities.
 - f. The location of and/or design of structures with an intent to achieve beauty or aesthetic qualities.
 - g. The provision of erosion control standards.
 - h. The provision of roadside parking areas and lookouts wherever scenic vistas are warranted.

STANDARDS & CONTROLS

Oxnard, while perhaps adopting the proposed State standards, must functionally define these "standards" with the adoption and implementation of certain control measures. This element offers a common list of alternative control measures which Oxnard can choose from. These will be discussed

in the following chapter.

These measures are listed as "optional"; Oxnard is not required to adopt or implement any of them. If, however, Oxnard intends to comply with the standards it has adopted, or those required by the State for official scenic highway designation, it will undoubtedly need to adopt and employ some of the optional control measures found in the next chapter.

To assist each entity in the possible selection of control measures which will allow it to meet the proposed planning and design standards, a matrix has been prepared which lists the proposed State standards, and various control measures which could assist the jurisdictions in meeting them. Also found on the matrix are dots which indicate which control measures are related to which standards. Accompanying each dot is a symbol indicating whether or not, or to what extent, each entity has developed and utilized a given control measure. This determination was made by each entity. Control measures which are shown as "non-existent" or "weak" on an entity's matrix should be considered for adoption.

Simply addressing these standards, however, will not result in official State designation of a State Scenic Highway. To receive such a designation from the State for one of its State Scenic Highways "four minimum requirements adopted by the Scenic Highways Advisory Committee for implementation of local scenic highway corridor plans" must be addressed by the City. These are found on page 43 of The Scenic Route, the State's guide to scenic highway designation. These "minimum requirements", listed below, are more detailed than those discussed in the law and referred to above and in the accompanying matrix.

MINIMUM REQUIREMENTS

1. Adopted General Plan Map and Policy Statement: It is required that an element, relating to enhancement of environmental resources and other elements of the jurisdiction's general plan, be adopted by the Planning Commission and legislative body pursuant to state planning law.
2. Specific Development Plan of the Scenic Highway Corridor: The specific plan will satisfy requirement Number 1, provided the plan is based on comprehensive and thorough studies of the factors affecting development within the corridor.

3. Sign or Billboard Ordinance: Off-premise advertising must be prohibited within the corridor, except in the case of an approved information panel. An adopted program for the eventual elimination of existing off-premise advertising will be acceptable (a maximum amortization of five years should be considered). For outdoor advertising that is thought to be necessary, it is suggested that information panels should be utilized and located in an inconspicuous manner within the corridor.
4. Land Use Regulations: An adequate zoning ordinance with proper administrative and enforcement provisions will be considered to be the minimum acceptable measure. Site Plan (corridor), or architectural review, and performance standards procedures may be included as a part of the ordinance. Contracts under the Land Conservation Act may be considered to be acceptable for fulfilling this requirement.

If Oxnard desires the capability of meeting the standards of the State Scenic Highway System as well as any local system, it is advisable that the City adopt a combination of controls. For example, the proposed standards for the County Scenic Highway System and the City Scenic Drive System do not require the prohibition of off-site advertising, but the State Scenic Highway System does. This being the case, Oxnard may choose to prohibit off-site advertising so that it can be in compliance with whichever system it chooses to enter.

The matrix that follows, then, relates the State's Scenic Highway Planning and Design Standards with the various control measures which Oxnard has available to meet the standards.

Illustration 5.1 Standards & Controls Matrix

CITY OF OXNARD

STATE SCENIC HIGHWAY STANDARDS

City Goals

Plans

Scenic Highways

Land Use

Open Space

Conservation

Circulation

Scenic Corridor Dev.

Development Controls

Zoning Laws

Architectural Review

Site Plan Review

Land Use Designation

Building Height

Building Setbacks

Density

Building Coverage

Lot Area

Planned Unit Development

Historical Dev. & Preservation

Sign Regulations

Subdivision Regulations

Limiting Cut & Fill

Low Density of Steep Area

Limited Access to Route

Cluster Development

Easement Dedication

Road Design

Undergrounding Utilities

Tree Preservation

Bank Seeding & Planting

Screening & Landscaping

Maintenance Controls

Housing Code

Fire Prevention Program

Litter Control

Weed/Insect Control

Water Pollution Control

Forestry Practices

Public Lands & Easements

Management of Land

Land Transfer

Land Purchase

Gifts & Dedications

Tax Delinquent Property

Easements

Public Works Projects

Fiscal Policy

Land Conservation Act

Open Space Easement

Citizen Action

Community Self-Help

Corridor Advisory Committee

Land Use & Density Regulation	Land & Site Plans	Structure & Equipment Design	Outdoor Advertising	Grading & Landscaping
△	△	△	△	△
■				
X		////		
X		////	////	
○		////	////	////
△	△	△	△	△
○	○	○	○	○
■	■	■	■	■
X				
■	■	■		////
■	■	■		
■			////	
■	■		////	
■	■	■	○	○
■	■	■		
////	■	■	○	////
			////	○
////	■	////	////	////
X	X	////	////	////
	X	////	////	////
■	■		////	○
	■	■	////	
////	○	////	////	○
////	○	○	○	○
○	■	■	////	
■	■	■	////	■
				○
////	////	////	////	■
X	X	////	////	X
////		////	////	
■	■	○	////	■
■	○	■	////	○
■	○	■	////	○
○	○	○	////	○
○	○	○	////	○
○	○	○	////	○
■	■	■	////	■
		////	////	
		////	////	
■	■	○	■	○
△	△	△	△	△

■ Strong
 X Intermediate
 ○ Weak
 //// Not Applicable
 △ May be Developed

OPTIONAL CONTROL MEASURES

CONTROL MEASURES AS OPTIONS

The matrix in the previous section listed control measures which would assist Oxnard in meeting State established Planning and Design Standards. These control measures will be discussed more thoroughly at this time.

Adoption of control measures is the third step in the eventual development of a scenic highway. The first step is the selection of routes; the second is the establishment of standards; and the third is the adoption of controls to meet the standards. The fourth step, which will be discussed in the next chapter, is the preparation of a plan and program - the implementation stage.

The control measures that follow represent a range of alternative measures or concepts from which formal recommendations can be drawn. These alternatives are not recommendations, but rather, options from which the City staff may derive specific recommendations to present to Oxnard's legislative body and commissions.

These options may be considered policy orientations which, if pursued, could result in formally worded policy or ordinance. In this sense, Oxnard's adoption of various options could be taken as a mandate to more fully develop the ideas and concepts embodied in them. For example, if Oxnard adopts an option which suggests the prohibition of all off-site advertising in scenic highway corridors, it would be stating its interest in prohibiting such advertising while also directing its staff to draft the necessary policies and ordinances to formalize its interest.

To summarize, options are concepts and specific policy suggestions which can serve as guides in the development of explicit development controls. If Oxnard intends to adopt any of these, it should do so only after closely coordinating with the entities and interests (both public and private) affected. The options outlined below follow the list of Development Controls found on the matrix in the previous chapter.

OPTIONAL CONTROL MEASURES

I. PLANS

A. GENERAL PLAN ELEMENTS

1. The Scenic Highways Element

- a. The Scenic Highways Element shall be reviewed for progress of the established goals and shall be updated annually.
- b. The Scenic Highways Element shall be reviewed for coordination of goals and route development with adjoining jurisdictions.
- c. Development and preservation of routes adopted in the Scenic Highways Element shall be accomplished on a priority basis that is in harmony with adjoining jurisdiction priorities.
- d. "Proposed Future" routes shall be reviewed in terms of changes in phasing or routing made in the Circulation Element.

2. Land Use Element

- a. The Land Use Element shall be reviewed in light of the Scenic Highways Element, to effect revisions as suggested by creation of Scenic Corridors.

3. Open Space and Conservation Elements

- a. The Open Space and Conservation Elements shall be reviewed to determine if Scenic Corridors, as defined in the Corridor Plan and Program, may be used to link large open space areas.
- b. The Open Space and Conservation Elements shall be reviewed to determine if open space areas (as defined in the Element) may be used to preserve scenic qualities of adopted Scenic Routes as established in the Scenic Highways Element.

4. Circulation Element

- A. The Circulation Element shall be reviewed and revised to reflect Scenic Routes as designated in the Scenic Highways Element, to enable consideration of higher design standards.

B. SCENIC CORRIDOR DEVELOPMENT PLAN

1. A scenic corridor development plan shall be prepared for each scenic highway prior to official designation and shall follow an accepted format.

II. ZONING LAWS

A. ARCHITECTURAL REVIEW AND SITE PLAN REVIEW

1. Development or construction within the Scenic Corridor shall be governed by the base zone requirements. In order for all such development or construction within the corridor to blend as naturally as possible with existing natural surroundings or development, the design and appearance of new structures and/or equipment proposed shall be compatible with the surrounding environment.
2. All such development, construction or alteration of existing structures and/or equipment shall therefore be reviewed by the review body for characteristics necessary to be compatible with the Scenic Corridor.
3. The jurisdiction shall review applications for site plan approval, and shall consider, but not be limited to, the following criteria:
 - a. All elements of the proposed development shall be consistent with the intent and all requirements of the Scenic Corridor Plan.
 - b. Buildings and structures shall be so designed and located on the site as to create a generally attractive appearance and a harmonious relationship with surrounding development and the natural environment.
 - c. Buildings, structures and plant materials shall be constructed, installed or planted so as not to unnecessarily obstruct scenic views visible from the scenic route.
 - d. Potentially unsightly features (i.e.,

parking lots, storage areas, repair and maintenance occupational areas, etc.) shall be located from the scenic highway or effectively screened from view by planting and/or fencing, walls, grading or multiple use thereof.

4. All applications for site plan approval shall be accompanied by such maps, drawings and sketches as is necessary to show:
 - a. Boundaries and existing topography of the property and adjoining or nearby streets.
 - b. Location and height of all existing buildings and structures, stands of trees and specimen trees, and the proposed disposition or use thereof.
 - c. Location, height, and proposed use of all proposed structures, including walls, fences and location and extent of individual building sites.
 - d. Location and dimensions of ingress and egress points, interior roads, driveways, parking areas, and pedestrian walkways.
 - e. Location and proposed treatment of important drainage ways.
 - f. Proposed grading and removal or placement of natural materials, including finished topography of site.
 - g. Proposed landscaping plan.
 - h. Location and proposed treatment of utilities, including utility poles and service boxes.
 - i. Location, size, height, design, content and colors of proposed signs.
 - j. Location of all outside utility lighting.
5. All plans submitted for architectural review and approval should include the following points:

- a. Elevations of all sides of all structures on the site (including storage and other secondary structures), indicating the following:
 - 1) Colors of the structures.
 - 2) Rooflines of the structures (including all rooftop mounted machinery, etc.).
 - 3) Location and coverage area of accent lighting.
 - 4) Style of the structures to be constructed.
 - 5) Incorporation of proposed landscaping.
 - 6) General appearance of structures as seen from the route.
- b. Samples of exterior materials to be used in construction, including roofing and siding materials.
- c. Renderings, photographs or other pictures sufficiently indicating surrounding structures and environment visible from the scenic route.

B. ZONING DESIGNATIONS

- 1. In accordance with State Law (Title 7, Chapter 4, Section 65860 of the Government Code) Zoning Designations should be consistent with the intent of the Scenic Highways Element, and should reflect the adopted scenic routes and their scenic corridors.

C. BUILDING HEIGHTS

- 1. The height of any structure shall not be such as to inhibit the view of scenic qualities visible from the scenic route.
- 2. The height of any structure shall reflect the general surrounding environment and shall be tempered by existing surrounding structures.

D. BUILDING SETBACKS

- 1. Building setbacks shall be tempered by

the relationship of the structure to the surrounding environment, and shall be consistent with the architectural character and design of existing structures.

E. RESIDENTIAL DENSITY, LOT AREA AND BUILDING COVERAGE

1. Residential densities, lot area, and building coverage shall be consistent with the surrounding environment and structure.

F. PLANNED UNIT DEVELOPMENT

1. The use of the Planned Unit Development concept shall be encouraged in order to create and enhance scenic values within the scenic corridor.
2. The use of the Planned Unit Development concept shall be encouraged in order to more fully develop the scenic qualities available along the scenic route.

G. HISTORICAL DEVELOPMENT AND PRESERVATION

1. All effort shall be made to inventory all existing historical landmarks, monuments or other features of a historic nature, with unique natural features and other scenic qualities.
2. All effort shall be made to preserve and protect those historic and unique natural features inventoried, and include their location within future scenic route development.

H. SIGN REGULATIONS

1. On-Premise Outdoor Advertising

- a. Tract advertising signs, if visible from the designated scenic route, shall not exceed the allowable free standing area, or height limits of the current base zone in which the tract is located.
- b. Real estate signs advertising sale, rental or lease of the premise upon

which the sign is maintained, and being visible from the scenic route, shall be allowed at the rate of one such sign per parcel, located ____ or more feet from any property line abutting a right-of-way. Said sign shall not exceed ____ square feet in aggregate sign area, nor shall it be more than ____ feet in height. Said sign shall be removed within ____ days after the property has been sold, rented or leased.

- c. Temporary tract advertising sign concerning the first public sale or lease of property in a subdivision, and visible from a designated scenic route, shall be permitted provided that:

- 1) Such sign is maintained until all the property is disposed of, or for a period of ____ year(s) from the first sale or lease of a lot in the subdivision, whichever occurs first. Any such sign shall, at the end of that ____ year period, either be removed or used for a purpose permitted in the zone; except that a review body may, upon showing of need by the owner of the property, extend the permitted time beyond ____ year(s).
- 2) No such sign shall exceed a total area of ____ feet.
- 3) Such sign shall not exceed a height of ____ feet above the grade of the site on which the sign is located.
- 4) Such sign shall be located on some portion of the subdivision being advertised for sale or lease and the text on the sign shall relate exclusively to the property being offered.

- d. Commercial identification signs, attached or otherwise affixed to the structure housing such commercial use, and visible

from the designated scenic route, shall be permitted, subject to the following provisions:

- 1) Such signs shall be reviewed for design, content, size, colors, visibility and all other pertinent points by the review body before a permit for said sign is issued.
 - 2) Said commercial sign shall not exceed _____ square feet of total sign area. Total sign area shall be considered to be the addition of all visible signing area, to include background, identification logos, price signs and special notice type signs.
 - 3) Such signs shall not rotate, blink, flash, emit sound or noise or be of such colors or design as to duplicate roadway safety signs or otherwise be a hazard to pedestrian or motoring traffic.
- e. Such commercial signing shall not project above the established roofline of the commercial building, nor shall such sign extend outward from the building more than _____ inches.
- f. No portable, "A" or "T" frame, or "floating" signs shall be permitted within or be visible from the Scenic Route.

2. Off-Premise Outdoor Advertising

- a. All off-premise free-standing outdoor advertising signs and displays shall be prohibited within the Scenic Corridor, excepting approved information panels, directional and motorist safety signs.
- b. Informational panels providing direction and information regarding points of interest, public facilities, parks and other characteristics of the scenic route non-commercial in nature, will be permitted within the scenic corridor.
- c. Informational panels providing the

general public with a common listing of services available of a commercial nature within the Scenic Corridor will be permitted. Such panels are subject to review by the _____ for design and content and shall not exceed _____ square feet. Said panels shall be located within _____ feet of the right-of-way line, and shall be less than _____ feet in height.

- d. Off-site tract advertising signs shall not be permitted if said signs would be visible from a designated scenic route.
- e. Off-site directional tract advertising signs shall not be permitted if said signs would be visible from a designated scenic route.
- f. Political signs, including but not limited to signs advertising political candidates, ballot issues or other political activity shall not be permitted within visible range from the scenic route.
- g. Oxnard may permit political signs within visible range of the scenic route for a period not exceeding _____ days, providing said signs do not exceed _____ square feet in area. Political signs having a panel face area exceeding _____ square feet, but less than _____ square feet, may be permitted, subject to appropriate clearances, building permits, etc.

3. Amortization

- a. All signs rendered nonconforming by the provisions of this ordinance shall be altered, removed or otherwise made to comply with the provisions of this ordinance within the following time periods:

- 1) Removal based upon value of sign
 - Less than \$500 _____ months
 - \$500 to \$1,000 _____ months
 - \$1,000 to \$3,000 _____ months
 - \$3,000 to \$6,000 _____ months
 - \$6,000 and over _____ months

2) Removal based upon value and type of construction

	<u>Wood Painted</u>	<u>Wood Frame</u>	<u>Metal Frame</u>
Less than \$500	___ mo.	___ mo.	___ mo.
\$1,000 - \$3,000	___ mo.	___ mo.	___ mo.
\$3,000 - \$6,000	___ mo.	___ mo.	___ mo.
\$6,000 and over	___ mo.	___ mo.	___ mo.
Political Signs			___ days
Temporary, sandwich-board movable free standing signs			___ days

Nonconforming signs shall either be made to conform with these provisions, or be abated within the applicable period of time hereinabove set forth. In the event they are not, the Planning Director shall order the same abated by the owner and any other person known to be responsible for the maintenance of the sign.

- b. All outdoor advertising signs visible from the scenic route and of a proven non-conforming use that has remained abandoned for a period exceeding ___ days will be removed upon request from the review body.
- c. All outdoor advertising signs visible from a scenic route, and of a proven nonconforming use, that has been physically rendered inactive and will require an expenditure of more than ___% of the total value to repair, will, upon request of the review body, be removed immediately.

III. SUBDIVISION REGULATIONS

A. LIMITING CUT AND FILL

1. No grading, removal or deposit of natural materials for which a grading permit is required shall take place on any lot or parcel in the designated scenic corridor except by granting a permit in connection with a building permit issued for construction

which conforms to the provisions of this Element; or by an application to do minor grading which has been approved by Oxnard. The following activities are exempt from the requirements of this section:

- a. Tilling or preparation of land for agricultural purposes.
- b. Minor excavation or placement of natural materials incidental to the planting of trees, shrubs and other plant material, and to the installation of minor structural features not requiring a grading permit such as fences, walls, walkways, patios and similar elements customarily accessory to a permitted use, provided such excavation or placement of materials does not alter the general overall topographical configuration of the land.
 - 1) Insofar as feasible, natural topography, vegetation and scenic features of the site shall be retained and incorporated into the proposed development.
 - 2) Any grading or earth-moving operation in connection with the proposed development shall be planned and executed so as to blend with the existing terrain both on and adjacent to the site, and vegetative cover shall be provided to hide scars on the land resulting from such operations.

B. LOW DENSITY OF STEEP AREAS

1. Steep areas visible from the scenic route shall be zoned and/or developed in such a way as to create visible low density development.
2. Development of steep areas visible from the scenic route shall be accompanied by increased use of landscape screening.

C. LIMITED ACCESS TO ROUTE

1. Subdivision maps should be reviewed with

the intention of eliminating as many residential and secondary intersecting routes to the scenic route as possible.

D. CLUSTER DEVELOPMENT

1. Cluster development shall be encouraged whenever it may visibly enhance the scenic corridor.

E. EASEMENT DEDICATION

1. Subdivision maps should be reviewed in an effort to optimally locate easements to enhance the scenic qualities of a scenic route.

F. ROAD DESIGN

1. Road design standards (i.e., landscape use, sign and light standard design, median design, roadway treatment, etc.) shall be reviewed for harmony with established scenic corridor development plans whenever new routes are developed or existing routes modified.

G. UNDERGROUNDING UTILITIES

1. Electrical distribution lines, cable television lines and the normal street lighting power lines are currently required to be placed underground in all new subdivisions by Public Utilities Code. Undergrounding of all other distribution lines is specifically required ONLY when dictated by requirements of local codes and ordinances. However, Public Utilities Code does require construction of new "distribution" lines be out of public view (either through undergrounding, removal, or landscaping) when placed within 1,000 feet of the State or County scenic highways. See appendix for decision 80864, PUC.

Technology has been advanced to the point where it is quite feasible to underground distribution lines of 16,000 volts or less; telephone and cable television lines as well. Because the normal size of distribution line within Ventura County is either

4,000 or 16,000 volts, undergrounding is not a major problem.

Lines of 16,000 volts and higher are not capable of being undergrounded feasibly and should, therefore, be located in such ways as to not be visible from the scenic route. The proposed location of future lines should be reviewed by Oxnard and the utility in these terms. To this end, the PUC has adopted the following utility transmission siting guidelines:

Route of utility lines should:

- Avoid prominent ridge lines and barren sides of mountains or hills.
- Be aligned along the bottom or lower slopes and valleys between hills.
- Avoid crossing hill contours at right angles; avoid steep grades which expose the utility and its right-of-way to view.
- Remain at least 1,000 feet from the established scenic route whenever conceivably possible.

H. TREE PRESERVATION

1. Existing specimens and stands of trees and other plant materials of outstanding historic, scenic or ecological value shall be preserved.
2. Removal of mature trees shall be discouraged, and removal of any such trees should be replaced on a two-for-one basis.

I. BANK SEEDING AND PLANTING

1. Adequate seeding and planting of bare contours, visible from the scenic route, shall be required in order to control erosion and landslides, and to effect a scenic quality within the area.

J. SCREENING AND LANDSCAPING

1. All immediate roadside areas, excepting

strips adjacent to scenic routes cleared as safety recovery areas, and areas excavated for underground utilities shall be landscaped in such a manner as to enhance the scenic qualities of new development; or if not currently devoted to urban use, should be maintained in a natural state.

2. If extensive removal of native vegetation becomes necessary, replanting shall be required and shall be in conformity with the surrounding landscaping.
3. Plans for removal of mature trees or replanting within the scenic corridor shall be reviewed by the review body. Replanting shall be required after all alteration of land contours to bind the soil to prevent erosion and to blend the natural appearance of the affected area with surrounding landscape.
4. Accent or landscape lighting on any land or parcel visible from the scenic route may not illuminate or glare into adjacent property or streets so as to be objectionable to adjacent residents or hazardous to motorists. Alternating, flashing, scintillating, moving or rotating lights visible from the scenic route shall be prohibited.
5. Effective screening through the use of vegetation, landscaped earth mounds, block walls, or other types of visible barriers shall be provided to screen any existing or proposed unsightly uses from public view.

IV. MAINTENANCE CONTROLS

A. HOUSING CODE

1. The Housing Code will be strictly enforced, with mandatory abatement of persistent violations within the scenic corridor, as a means of maintaining scenic qualities within the scenic corridor.

B. FIRE PREVENTION PROGRAM

1. Fire prevention "controlled burning" shall be conducted in such a way as to avoid unsightly effects within the scenic corridor.

2. Fire prevention programs within scenic corridors shall include planting of low fire-prone native flora and increased maintenance of visible areas, such as mowing, tilling, and selective removing of fire-prone brush.

C. LITTER CONTROLS

1. All public areas within the scenic corridor shall be carefully maintained, and adequate receptacles provided for use by the general public.
2. All anti-litter ordinances and programs will be strictly enforced and followed.

D. WEED AND INSECT CONTROL

1. All public areas under local control shall be carefully and continuously controlled for weed and insect growth.
2. Use of weed and insect growth retardants shall be carefully used to avoid unsightly destruction of native scenic flora.

E. WATER POLLUTION CONTROL

1. Water quality control of all waterways within the scenic corridors shall be enforced on the basis of odor and appearance as well as health hazard, particularly in streams and lakes.

F. FORESTRY PRACTICES

1. Tree planting and reforestation within the scenic corridor shall be carried out with the possibility of a visual impact on views from the scenic corridor, and priority given to those areas visible from the scenic route.
2. Selective forestry clearing should be done in order to reveal important scenic views from the route.
3. Timber operations visible from scenic routes shall be accompanied by thorough clean-up of the affected areas.

V. PUBLIC LANDS & EASEMENTS

A. MANAGEMENT OF LAND

1. Protection of endangered unique qualities within the scenic corridor may be afforded through increased management programs within the corridor; such management techniques as acquisition for park space, purchase with lease-back (including protection measures) etc., may be used.

B. LAND TRANSFER

1. Should any land in public ownership within the scenic corridor be sold or exchanged, appropriate and enforceable restrictions which would carry out the intent of the Scenic Highways Program shall be included as deed restrictions on the property.

C. LAND PURCHASE

1. Every opportunity for acquisition of corridor land in fee shall be thoroughly explored by the public agencies. Consideration shall be given to locating within the corridor such public uses as information centers, roadside rests, vista stations, parks, playgrounds, wild areas, wildlife refuges, museums, etc.
2. The feasibility of acquiring land and then leasing it back, with restrictions which will protect and enhance scenic values, should be investigated.

D. GIFTS AND DEDICATIONS

1. Gifts and dedications of land or historic facilities within the scenic corridor to Oxnard shall be encouraged and accepted.

E. TAX DELINQUENT PROPERTIES

1. Tax delinquent properties acquired by foreclosure should be retained by the public agency if it is within the scenic corridor, or if sold, appropriate conditions should be placed on its use.

F. EASEMENTS

1. A study committee, including landowners within various scenic corridors and planners, should be created to develop standards for the granting of scenic easements.

G. PUBLIC WORKS PROJECTS

1. Public works projects within scenic corridors shall be reviewed for compliance with the intent of the Scenic Highways Program.
2. All public works projects (including levees, jetties, dams, roads, streets, public signs, parks, turn-outs, etc.) should be made to conform to standards adopted within the Scenic Highways Program.

VI. FISCAL POLICY

A. LAND CONSERVATION ACT

1. The feasibility of developing an agricultural preserve program or entering into the County's program should be investigated.

B. OPEN SPACE EASEMENT

1. The feasibility of developing an open space easement program should be investigated, especially the potential level of participation.

VII. CITIZEN ACTION

A. COMMUNITY SELF-HELP

1. Government entities, in conjunction with local service clubs and groups, should organize annual clean-up campaigns for those corridors designated as "scenic".
2. Government entities should offer the use of facilities and equipment for local self-help/clean-up campaigns within scenic corridors.

B. SCENIC CORRIDOR REVIEW AND ADVISORY COMMITTEE

1. A Scenic Corridor Review and Advisory Committee should be established by Oxnard for the purpose of reviewing and advising both staff

and legislative bodies of adherence of development and various plans to the intent of the Scenic Highways Element and specific scenic highway development plans.

2. All activities taking place within the scenic corridor which may affect the scenic qualities, development plan or program of the corridor, will be reviewed for harmony with stated goals of the corridor preservation and protection plans.

To repeat, the adoption of any of these options should be done only after careful consideration of the potential impact and after close coordination with the entities and interests affected.

PLAN AND PROGRAM

COMMON PLAN & PROGRAM FORMAT

Having selected scenic routes, established planning and design standards, and adopted the necessary control measures; Oxnard must develop a plan and program for the various routes which specifically discuss how it intends to preserve and enhance their scenic qualities. This section will outline the contents of a prospective plan and program.

Depending upon whose scenic highway system Oxnard wishes to participate in, a plan and program for a specific route may or may not be required. The State requires that a plan and program be developed by each entity requesting official scenic highway designation for a State Scenic Highway. For the County Scenic Highway System or Local Scenic Drive System, such a plan and program is optional but desirable.

PLAN & PROGRAM OUTLINE

Listed below are the various points that should be covered in a scenic highway plan and program.

SCENIC CORRIDOR

A scenic corridor is that area surrounding a scenic route whose scenic qualities Oxnard wishes to preserve. Since these qualities are experienced visually, the logical way to define a scenic corridor, then, is to use a line of sight method. Using this approach, the corridor is generally defined by what can be seen by the driver or passengers of a vehicle.

In rural areas, ridge lines most often define a corridor, though vegetation at the roadside may also represent the extent of one's "view from the road". Corridor boundaries formed by vegetation may be erased by harvesting, fire, or a change in land use, and therefore, corridor boundaries should perhaps be located beyond this type of screen.

Other factors in designating a corridor are the design speed and geometrics of the highway. These factors affect the angle at which certain portions of the landscape may be seen and how long they may be viewed.

Perhaps the most important factor to consider is that to preserve the scenic qualities of a corridor, certain measures have to be taken. These measures, such as overlay zones, or districts, must usually be applied uniformly throughout the corridor, which may result in hardships for certain individuals. Aside from using the "view from the road", there is no

guide for defining or designation of a scenic corridor. Since such an approach could result in extensive corridors, their designation should be tempered by the uses within them and the control measures which will be applied. Tempering of a contour could be accomplished by limiting it to a quarter mile in width.

PURPOSE OF THE ROUTE

Earlier, it was pointed out that Oxnard should evaluate its philosophy towards scenic highways, and more specifically, the purpose behind the development of each route. While Oxnard may have a general philosophy towards scenic highways, the purpose behind the development of one route may vary considerably from the purposes for other routes.

One route, for example, may be intended for leisurely pleasure drives at slow speed and with occasional stops. Such a route may meander through the older, stately residential areas of a city, and then into the downtown area, where it is hoped that motorists would stop at shops in the new redevelopment project. From the downtown area, the route may trace its way through the city and past sites of historic interest.

In contrast, another route may be oriented more towards high speed commuting than towards recreational driving. Such routes may skirt past the city, but the features within the corridors nevertheless leave passersby with an impression of the city. Creating or preserving the scenic qualities of such routes may, therefore, be intended to entice motorists into the city.

So, then, the first step in developing a planned program for a route is to examine the route's intended use or purpose. This determination will later dictate the type of measures or improvements that should be undertaken within the corridor. Turnouts, parking and benches, for example, would be appropriate for a recreational route, but not as appropriate along a commuter route.

INVENTORY OF SCENIC CORRIDOR FEATURES

Once a scenic corridor has been designed and the route's purpose or character defined, an inventory should be made of the pertinent features within the corridor. These features may include "assets" (broad vistas, unique architecture, historic sites, etc.). Both assets and liabilities must be inventoried because both must be considered in the eventual development of the route.

Once the assets and liabilities of a route have been inventoried, the next step is to determine what action is to be taken relative to each feature. Where a positive feature exists, the appropriate action might be to preserve it or maintain it. Where certain desired features (rest areas, vista points, etc.) are absent, Oxnard may decide to create or develop them. If the features exist but are inadequate, the action to be taken might be the enhancement of these features. For the liabilities inventoried, alleviation measures should be discussed.

The following matrix lists a number of features which should be considered when inventorying the features within a corridor. The specific action decided upon can be implemented through the various development controls outlined in the previous section. When completed for each feature listed, the accompanying matrix can serve as a ready summary of the development program for a given route. The following are samples of how the matrix might be used.

ILLUSTRATION 7.1

Scenic Corridor Inventory Matrix

Route _____

Route Character	Action Taken	Development Controls
Recreation		
Commuting		
Beautification		
Route Features		
Vista Points		
Rest Areas		
Restrooms		
Recreation Areas		
Historic Sites		
Unique Vegetation Features		
Unique Topographic Features		
Unique Architectural Features		
Benches		
Litter Receptacles		
Entrance and Exit Points		
Pedestrian and Bike Routes		
Utility Lines		
Unsightly Structures		
Advertising		
Water		
Road Design		
Abandoned Vehicles		

ILLUSTRATION 7.2

Inventory Matrix Example

ROUTE: A FROM B TO CITY X

Route Purpose	Action Taken	Development Controls
Recreation	Preserve	Preserve route for recreation
Commuting		
Beautification		
Route Features		
Vista Points	Create	Public Works Project
Litter Receptacles	Create	Public Works Project
Historic Sites	Enhance	Historical Development & Preservation Zone
Utility Lines	Alleviate	
Etc.	Etc.	Etc.

ILLUSTRATION 7.3

Inventory Matrix Example

ROUTE: C THROUGH CITY X
LIMITS

Route Purpose	Action Taken	Development Controls
Recreation	Preserve	Preserve route for commuting purposes
Commuting		
Beautification		
Route Features		
Advertising	Alleviate	Sign regulations
Pedestrian & Bike Routes	Create	Public Works Project
Entrance & Exit Points	Enhance	Land Conservation Act, Architectural Review

This matrix should serve as an aid only. It lists various points which should be considered in the development of a scenic corridor. The list is not all-encompassing, so additional points can be added.

STATE MINIMUM STANDARDS

The outline for a plan and program presented here can serve for any scenic highway system, including the State's. The State goes beyond what has been outlined already by suggesting that plans and programs for highways within its system address four "minimum requirements". These requirements were listed earlier, but are repeated below. The State suggests that each of these "minimum requirements" be addressed in any plan and program submitted to it, even if only to indicate why the application of such requirements is unnecessary. In inventorying the features within a corridor and discussing the action to be taken relative to each feature, the State's suggestion will generally be met.

Minimum Requirements

1. Adopted General Plan Map and Policy Statement: It is required that an element, relating to enhancement of environmental resources and other elements of the jurisdiction's general plan, be adopted by the Planning Commission and legislative body pursuant to state planning law.
2. Specific Development Plan of the Scenic Highway Corridor: The specific plan will satisfy requirement Number 1, provided the plan is based on comprehensive and thorough studies of the factors affecting development within the corridor.
3. Sign or Billboard Ordinance: Off-premise advertising must be prohibited within the corridor, except in the case of an approved information panel. An adopted program for the eventual elimination of existing off-premise advertising will be acceptable (a maximum amortization of five years should be considered). For outdoor advertising that is thought to be necessary, it is suggested that information panels should be utilized and located in an inconspicuous manner within the corridor.

4. Land Use Regulations: An adequate zoning ordinance with proper administrative and enforcement provisions will be considered to be the minimum acceptable measure. Site Plan (corridor) or architectural review, and performance standard procedures may be included as a part of the ordinance. Contracts under the Land Conservation Act may be considered to be acceptable for fulfilling this requirement.

To summarize, a plan and program for a scenic route's corridor is designed to identify the actions that must be taken in order to create, enhance or preserve the scenic qualities within the corridor. This can be accomplished by first defining the purpose of the route and thereafter the features that fulfill this purpose. The second step is to inventory the features within the corridor and decide on the appropriate action to be taken to either create, enhance, preserve or alleviate the various features (assets and liabilities) found within the corridor.

Once a plan and program has been developed and adopted for a local system, formal designation of the route as "scenic" is the last remaining act. It is suggested that, once these steps have been taken, Oxnard formally declare a route to be "scenic". Local jurisdictions can make such declarations for their own systems, but not for the State's system. If Oxnard is participating in the State's system, then only the State can declare a route to be "scenic". The process for receiving designation from the State is outlined in the following chapter.

STATE SCENIC HIGHWAY DESIGNATION

STEPS TO ACHIEVE STATE DESIGNATION

As stated earlier, there is no one, single, scenic highway system. This element identified the State System, and went on to suggest the development of two other systems; one of local drives for the cities, and the County Scenic Highway System for all entities within the County. Since the same route may appear in all these systems, Oxnard has a choice as to which system it will participate in. The previous section suggested how Oxnard might grant official scenic highway designation to a route; this section will outline the steps which must be followed if Oxnard wishes to receive official designation from the State.

1. The route in question must appear on the State Master Plan of Scenic Highways.
2. Oxnard requests the State Division of Highways to conduct a scenic highway corridor study for the route in question.
3. The Division of Highways completes the corridor study and submits it to Oxnard.
4. Aided by the corridor study, Oxnard completes a "Plan and Program" (as outlined in the previous section) for the protection of scenic values within the corridor which addresses the State's "minimum requirements".
5. After the adoption of the scenic corridor (as defined by the State Division of Highways) and the Plan and Program in public hearings, Oxnard submits its Plan and Program as an application to the Division of Highways.
6. The Division of Highways passes the Plan and Program and Corridor Study on to the Interdepartmental Committee on Scenic Highways for its review.
7. The Interdepartmental Committee reviews and comments on the package and passes it to the State Scenic Highway Advisory Committee, which reviews the package and reports its findings to the Director of the Department of Public Works.

8. Based on the recommendation of the Advisory Committee, the Director of Public Works makes the final determination as to whether official designation should be granted.

While the above steps outline the procedures that must be followed before the State will grant official designation, it is best to contact the Division of Highways Scenic Highways Coordinator before beginning the application process. The local address of the Division of Highways is:

Division of Highways, District 7
Scenic Highways Coordinator
P. O. Box 2304
Los Angeles, California 90054

RECOMMENDED ACTIONS

Thus far, this element has outlined criteria for the selection of scenic routes, selected scenic routes, established standards to which scenic highways could be developed, suggested alternative measures which can be employed to meet the standards, and outlined the method for developing a plan and program which details how various control measures will be employed.

This section has been developed to guide the City in the selection and eventual adoption of scenic routes and the control measures necessary for the development of these routes.

RECOMMENDED ACTIONS

1. The Scenic Highways Element is adopted as a basis for future scenic highway planning.
2. Develop a priority list of all Scenic Highway Corridors within the City's sphere of influence.
3. Support the County proposal for the establishment of a Scenic Corridor Review and Advisory Committee.
4. Design a Scenic Highways Plan and Program for implementation.
5. Include in each Scenic Corridor Study the feasibility of other types of transportation modes within the corridor.
6. Formally designate scenic routes and their standards.
7. Adopt time schedules and budgeting for each route.
8. Cooperate with the State in creating scenic routes for State highways.
9. Study the potential effects on development from designating a Scenic Corridor.

APPENDIX A

Appendix A
VCAG GENERAL PLAN ELEMENTS POLICY ADVISORY
COMMITTEE - POLICY RECOMMENDATIONS

SCENIC HIGHWAYS

Policy No. 1

Scenic Corridor Standards should be established by each jurisdiction. Review of all development activity within the scenic corridor shall be considered by an appropriate body.

Policy No. 2

Each jurisdiction should prohibit all off-site advertising visible from the scenic route, except for approved information panels.

Policy No. 3

Each jurisdiction should prohibit all off-site advertising visible from the scenic route, except for approved information panels, and all other signing visible from the scenic route should be significantly reduced in size as well as number.

Policy No. 4

A high priority in the allocation of utility undergrounding funds available to a jurisdiction should be directed toward projects along scenic routes or within scenic corridors.

Policy No. 5

A conscious effort should be made to increase landscaping wherever possible along existing and future primary and secondary routes.

Policy No. 6

Each jurisdiction, in coordination with appropriate State, County, and local agencies, should inventory and take steps to preserve and maintain historical landmarks, historical monuments, unique natural features, and other scenic qualities for inclusion in future scenic route systems.

Policy No. 7

The development and preservation of scenic routes

within the jurisdiction should be scheduled and accomplished on a "priority" basis that is in harmony with adjoining jurisdictions.

Policy No. 8

Scenic routes are a resource of more than local significance in Ventura County. Therefore, policies, standards, and criteria relating to the development and preservation of these routes and their scenic corridors should be uniform throughout the region.

Policy No. 9

Each jurisdiction and the County should coordinate their efforts to produce a Scenic Highway plan which, after its adoption, would be a policy guide for the entire County.

Note: Staff was requested to prepare a glossary of terms and to seek uniformity of their application in the policy statements.

ADOPTED BY THE GENERAL PLAN
ELEMENTS POLICY ADVISORY
COMMITTEE - April 24, 1974

The VCAG General Plan Elements Policy Advisory Committee recommends that the proposed scenic highways within the County of Ventura be implemented in the following order:

- 1) 150/33
- 2) 118
- 3) 101/126 to County Line North
- 4) 126 between Santa Paula and Fillmore
- 5) the remainder of Highway 1
- 6) Foothill Road
- 7) Potrero Road, Highway 1 to Highway 101 East and West
- 8) Sulphur Mountain Road
- 9) Central Loop, Los Angeles Avenue, Santa Rosa Road, Route 34 Grimes Canyon, Lewis Road
- 10) South Mountain and Guiberson Canyon Road
- 11) 126 Freeway
- 12) Santa Ana Road, Highway 150, Creek Road Loop

ADOPTED BY THE GENERAL PLAN
ELEMENTS POLICY ADVISORY
COMMITTEE - December 12, 1973

Appendix B
Decision No. 80864
in Case 9364 of the Public Utilities Commission

"1. After December 31, 1972, no respondent electric or communication utility, whether privately or publicly owned, shall install overhead distribution facilities in proximity to any highway designated a State Scenic Highway pursuant to Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code and which would be visible from such scenic highways if erected aboveground, unless (a) a showing is made before the Commission and a finding made by the Commission that undergrounding would not be feasible or would be inconsistent with sound environmental planning, or (b) the overhead construction had been commenced or contracted for prior to the date of this order.

"2. A. On or before January 31, 1973, each respondent municipally owned electric and communication utility shall file in this proceeding a copy of its rule in which 'distribution' is defined or, if it has no such rule, a statement of the definition the utility recommends.

"B. In interpreting the foregoing paragraph 1, the following shall apply:

'Distribution' shall have the same meaning as now defined in each utility's tariffs, unless a different definition is prescribed by further order of the Commission.

'Install' shall not include repairs or replacements of existing overhead facilities in the same location unless the visual impact would be significantly altered, but shall include moving to, or replacing at, a new location.

'In proximity to' shall mean within 1,000 feet from each edge of the right-of-way of designated State Scenic Highways.

'Designated State Scenic Highway' shall consist of those portions of State and County highways eligible under the State Scenic Highways Master Plan which actually have been officially designated as State or County Scenic Highways pursuant to action by the Department of Public Works. This does not preclude a utility from establishing an underground zone pursuant to its tariffs, covering extensions in proximity to eligible highways which have not yet officially been designated.

'Visible from' shall mean that overhead distribution facilities could be seen by motorists or pedestrians traveling along the scenic highway.

"3. A. The staff of the Commission's Utilities Division, and each respondent, shall check regularly with the Department of Public Works and maintain up-to-date maps showing those portions of highways officially designated State or County Scenic Highways.

"B. Respondents shall review with, and seek an expression of opinion from, the appropriate local governmental agency prior to requesting Commission authorization for deviation from the requirements of paragraph 1 of this order.

"4. Privately owned electric and communication utilities shall apply the underground line extension rules in their tariffs when installing extensions in proximity to State Scenic Highways.

"5. Failure to comply with this order shall leave a respondent liable for sanctions prescribed by the Public Utilities Code."

APPENDIX C

Appendix C
CITY/COUNTY PLANNING ASSOCIATION
RECOMMENDED POLICIES FOR THE
DEVELOPMENT OF SCENIC
ROUTES

1. Each jurisdiction should inventory and take necessary steps to preserve and maintain historic landmarks, historical monuments, unique natural features and other scenic qualities for inclusion in future scenic corridors.
2. An Architectural Review Board/Corridor Development Committee should be established by each jurisdiction for the purpose of reviewing all activity within scenic corridors.
3. A conscious effort should be made to increase landscaping wherever possible along existing and future primary and secondary routes.
4. High priority in the allocation of utility undergrounding funds available to the jurisdiction should be given to projects along scenic routes or within scenic corridors.
5. The development and preservation of scenic routes/drives within the jurisdiction should be accomplished on a priority basis that is in harmony with adjoining jurisdictions' plans and programs.
6. Each jurisdiction should prohibit all off-site advertising within the scenic corridor (except for approved information panels) and signing visible within scenic corridors should be significantly reduced in size as well as number.

ADOPTED BY THE
CITY/COUNTY PLANNING ASSOCIATION
APRIL 18, 1974

APPENDIX D

Appendix D
RESOLUTION NO. 4763

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING AND RECOMMENDING TO THE CITY COUNCIL THE ADOPTION OF AN AMENDMENT TO THE REVISED 1969 GENERAL PLAN IN ACCORDANCE WITH SECTION 65302(H) OF THE GOVERNMENT CODE TO INCLUDE A "SCENIC HIGHWAY ELEMENT".

- WHEREAS, the Planning Commission of the City of Oxnard has considered an amendment to the Revised 1969 General Plan as provided in Section 65355 through 65356.1 of the California Government Code; and
- WHEREAS, said commission has held a public hearing and considered in depth the proposed amendment to the Revised 1969 General Plan to include a Scenic Highway Element; and
- WHEREAS, said commission having considered the Environmental Impact Report submitted, and finds it to conform to the requirements of law, and finds further that the benefits of the proposed project outweigh any possible detrimental effects to the environment; and
- WHEREAS, said commission finds that the public interest requires the adoption of an amendment to the Revised 1969 General Plan to include a "Scenic Highway Element" pursuant to the provisions of Article 2.5 of Chapter 2, Division of the State Street and Highways Code for the development, establishment and protection of scenic highways.
- NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Oxnard hereby approves and recommends to the City Council the adoption of an amendment to the Revised 1969 General Plan to include a Scenic Highway Element as shown in part on the map attached and labeled Exhibit "A".

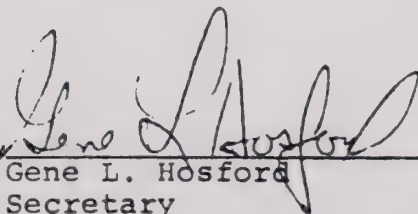
PASSED AND ADOPTED by the Planning Commission of the City of Oxnard on this 28th day of August, 1975, by the following vote:

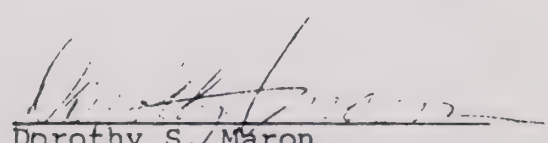
AYES: Commissioners: John, Duff, Flores, Stoll, Lopez,
Takasugi, Maron

NOES: Commissioners: None

ABSENT: Commissioners: None

ATTEST:


Gene L. Hosford
Secretary


Dorothy S. Maron
Chairman

Appendix E
RESOLUTION NO. 6585

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF OXNARD ADOPTING THE
SCENIC HIGHWAY ELEMENT OF THE GEN-
ERAL PLAN.

WHEREAS, Section 65302(h) of the California Government Code provides that the General Plan shall include as an element a Scenic Highway Element for the development, establishment and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code, and

WHEREAS, the Planning Commission has held a public hearing and by its Resolution No. 4763 has recommended to the Council for adoption a Scenic Highway Element of the General Plan, and

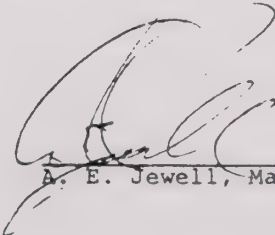
WHEREAS, the City Council has held a public hearing on said Scenic Highway Element of the General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF OXNARD DOES HEREBY RESOLVE AS FOLLOWS:

1. That the Scenic Highway Element of the General Plan, as recommended by Resolution No. 4763, is hereby adopted.
2. That the City Clerk is instructed to send a copy of this resolution, together with a copy of Planning Commission Resolution No. 4763 to the Secretary of the Resources Agency and to the Planning Commission of Ventura County as provided in Section 65360 of the California Government Code.

Passed and adopted this 7th day of October, 1975 by the following vote:

AYES: Councilmen Kato, Maxwell, Miller, Tolmach and Jewell
NOES: None
ABSENT: None



A. E. Jewell, Mayor

ATTEST:



Mildred W. Foster, City Clerk

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